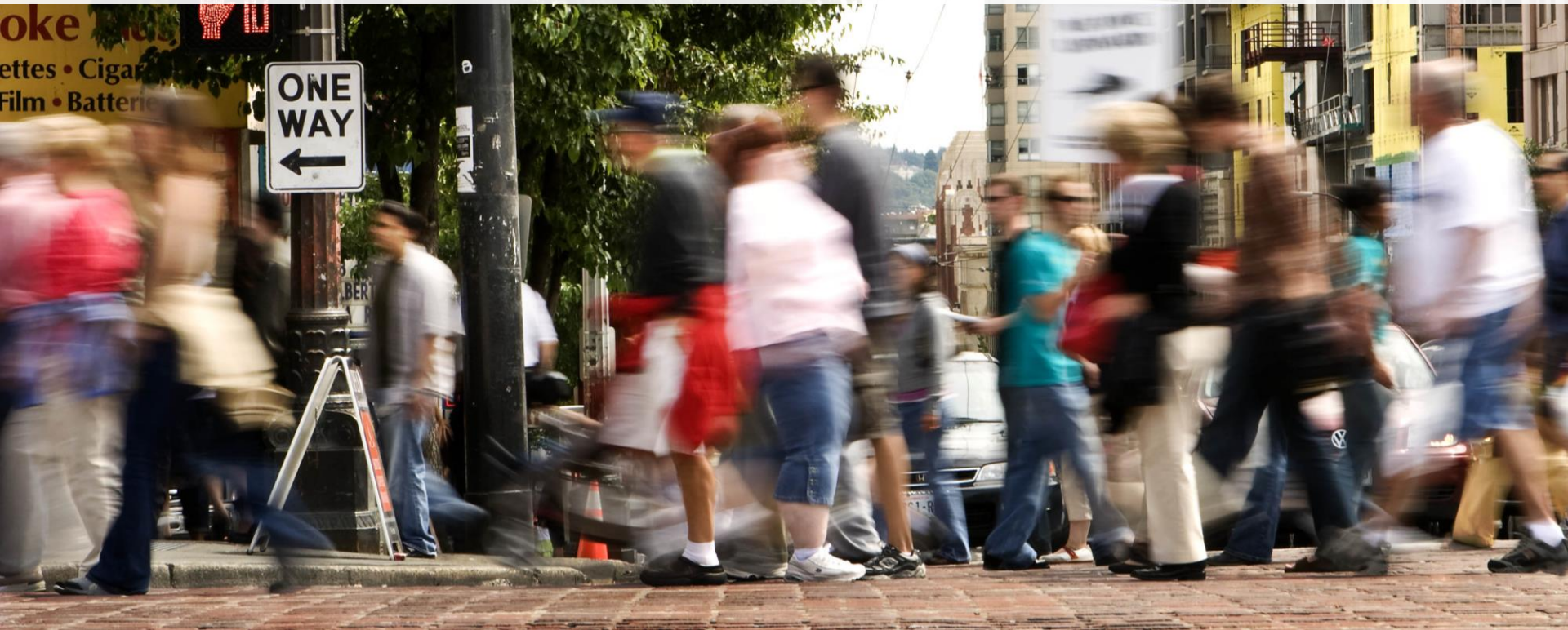


Alaskan Way Viaduct Emergency Traffic Management and Closure Planning



Seattle City Council Briefings
March 9, 2015

SDOT's mission & vision

Mission: to delivery a high quality transportation system for Seattle.



Vision: a vibrant Seattle with connected people, places, and products.

Presentation overview

- Near-Term and Mid-Term Planning
- Long Term Planning:
 - Transit and TDM
 - Keeping Buses Moving
 - Resiliency
- Next Steps

Near-Term Viaduct Closure Planning

Timeframe	Action
Within 4 hours	<ul style="list-style-type: none"> • Viaduct closure and Metro re-routes for 12 bus routes carrying 24,000 daily riders
Within 12-24 hours	<ul style="list-style-type: none"> • Extend parking and turn restrictions • Transit priority • Mid-day freight access • Signal changes and monitoring • Restrict construction use of right-of-way • Traveler information and near-term TDM

ALASKAN WAY VIADUCT CLOSURE

Initial Closure Through First Weeks

February 13, 2015

If we need to close or restrict vehicle weights on the Alaskan Way Viaduct, we have a plan

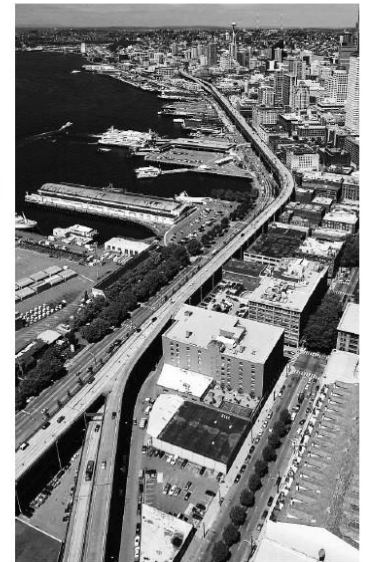
Working closely with local, regional and state organizations, the Seattle Department of Transportation (SDOT), the Seattle Police Department (SPD), King County Metro Transit and the Washington State Department of Transportation (WSDOT) have updated the closure plan for the Alaskan Way Viaduct.

We can use this plan to:

- Close the Viaduct in the event of an emergency like an earthquake
- Determine if the Viaduct needs to be weight restricted to keep heavy vehicles like buses or trucks off
- Temporarily close the Viaduct to assess the condition of the structure

We have identified step-by-step actions to weight-restrict or close the Viaduct, maintain the closure over time, if needed, and keep people and goods moving to and through Seattle. Plan elements include:

- Posting plan for SPD and SDOT to swiftly close Viaduct if needed
- Prioritized actions for clearing streets for emergency response and access as needed
- Plan to intercept and reroute local and regional traffic
- Treatments to prioritize the movement of transit
- Identification of alternate freight and truck routes
- A downtown traffic management plan
- Notification agreements and communication protocols







Despite our best efforts, we cannot replace the capacity of the Viaduct. In the event of a shutdown, congestion will occur. The plan details how we can act quickly and decisively to minimize confusion, provide options for travelers, and maximize use of Seattle's remaining transportation network.



Mid-Term Viaduct Closure Planning

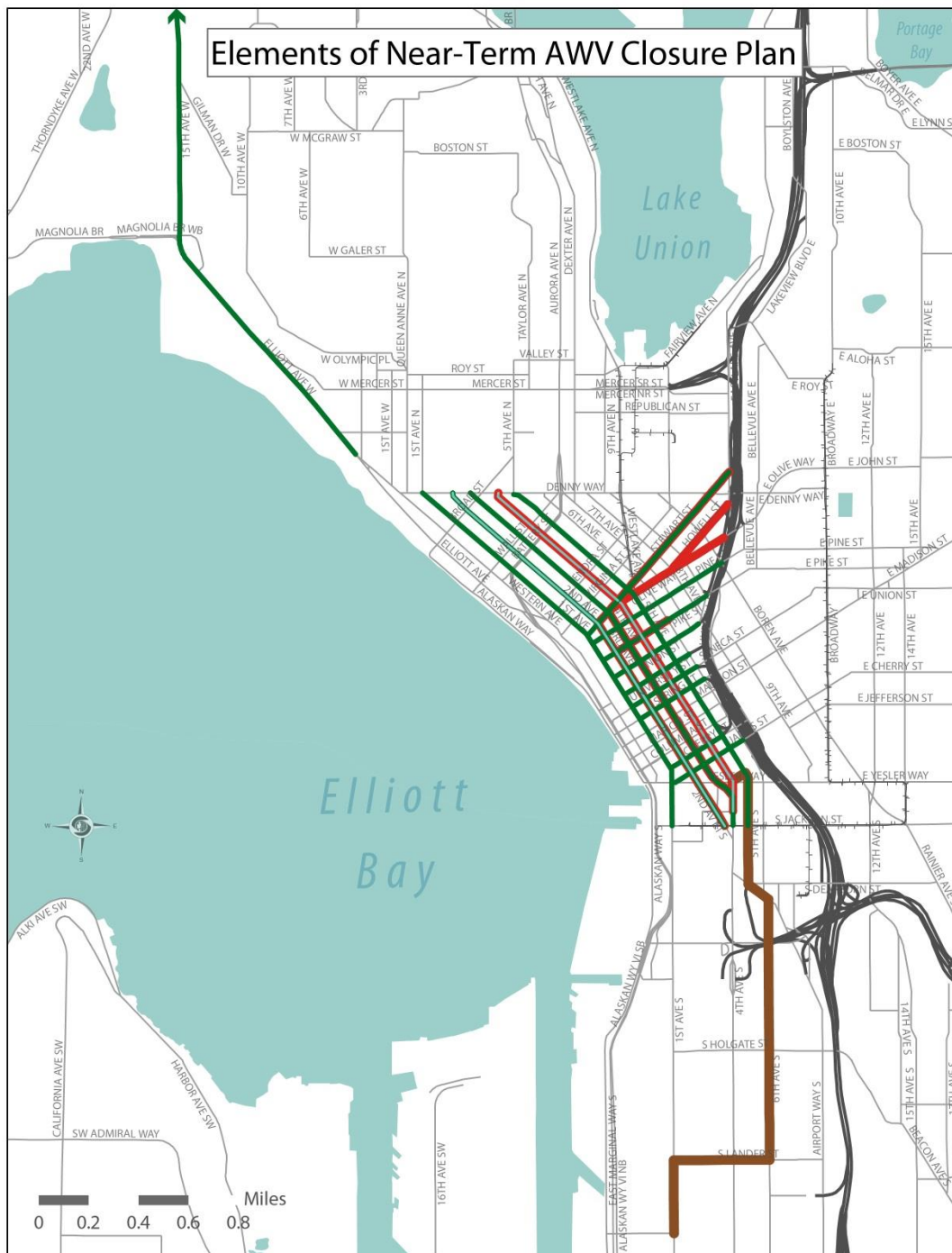
- One week through 3 months – recovery phase
- Significant policy and resource choices
- Longer-term implementation of near-term strategies:
 - Transit supply options/resources
 - Bus lanes and transit signal prioritization
 - Limits on construction use of ROW
- Consider:
 - Additional alternative freight routes
 - Adjustments to freeway and HOV system operation

Elements of Near-Term AWW Closure Plan

-  Create New Bus Lanes and Prioritize Signals Along Modified Bus Route
-  Extend Hours for Existing Bus Lanes
-  Extend Peak-Hour Parking Restrictions on Key North-South Streets and Access to/from I5
-  Allow Off-Peak Through Truck/Freight Use on 2nd Ave. and 4th Ave.

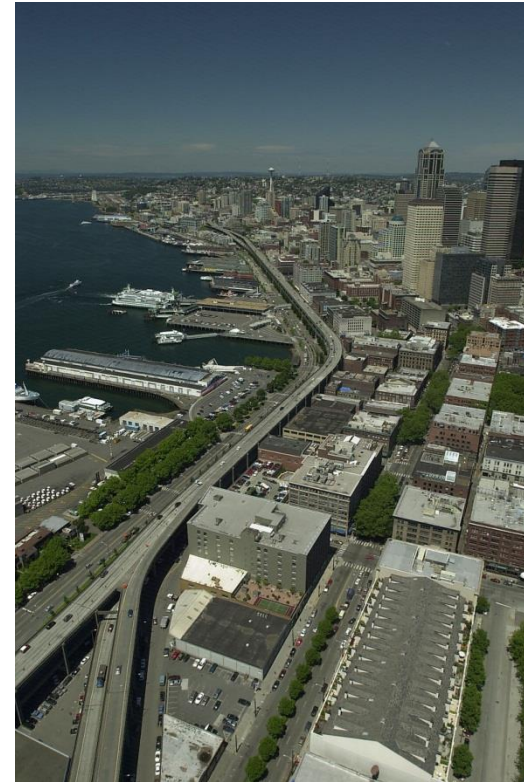
Additional strategies to consider:

- Increase WSDOT incident response presence
- Evaluate I-5 and I-90 Express Lanes operations
- Minimize construction intrusions into ROW

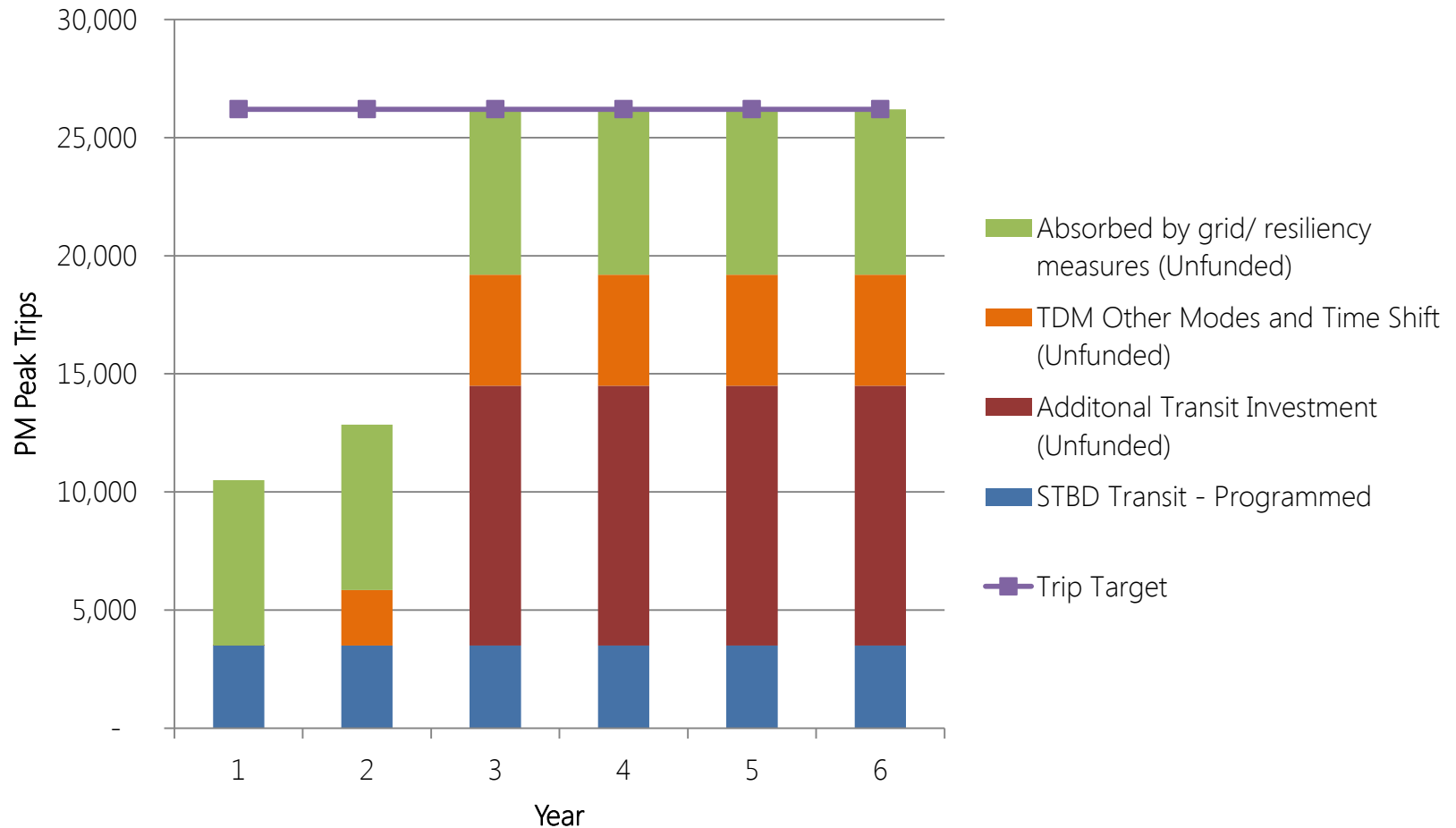


Long Term Viaduct Closure

- Planning for the worst case:
Viaduct and surface Alaskan Way are closed through end of waterfront construction
- Goal: Accommodate 26,000 PM peak person trips with transit and other modes, and through resiliency actions



Meeting Goals Through Transit and TDM



Shifting Demand with Transit and TDM

Status	Action	Outcome	Annual Cost	Start Year
Funded	Seattle Transportation Benefit District	3,500 peak transit trips	\$31 million STBD	Year 1
Unfunded	Peak Focused Service Increases (Two Phases)	11,000 peak transit trips	\$19 million total	Year 3
Unfunded	Transit Planning Support	~150k hours of new transit service	\$1.5 million (one-time)	Years 1 and 2
Unfunded	Targeted TDM – Filling Seats	6,000 new transit riders	\$15 million	Years 3 and 4
Unfunded	Targeted TDM Efforts (e.g. small employers, South Lake Union, residential)	1,200 shifted trips (other modes, time of day or telecommute)	\$12 million	Years 1 and 2
Unfunded	Parking Management Strategies (e.g. Off-street surge pilot program)	3,500 shifted trips (time of day or location)	\$300,000 (one-time) \$150,000 (on-going)	Years 2 and 3



Keeping Buses Moving

Status	Type of Improvement	Current Riders Benefited	Cost	Start Year
Funded	Planned Transit Spot Improvements	93,000	\$590,000	Year 1
Unfunded	<ul style="list-style-type: none">Transit lanes (e.g. BAT lanes)Bus SignalsBus Stop Improvements	745,000	\$5.7 million	Year 1 and 2

Other Opportunities:

- \$10.7 million in potential additional transit speed and reliability investments

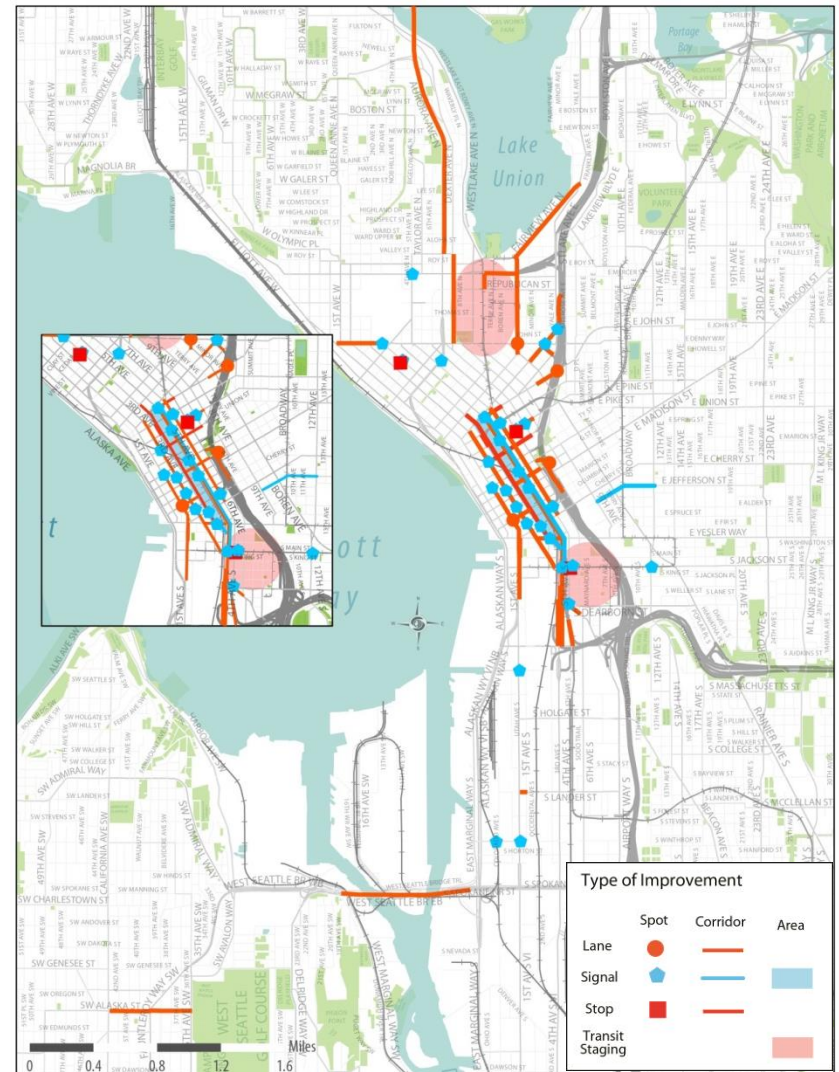
Challenges:

- Areaway vulnerabilities



Additional Targeted Areas for Transit Priority Improvements

- Includes an additional \$10.7 million in priority improvements
- Focus on downtown corridors and specific spot improvements
- Addresses transit staging issues north and south of downtown
- Not currently programmed

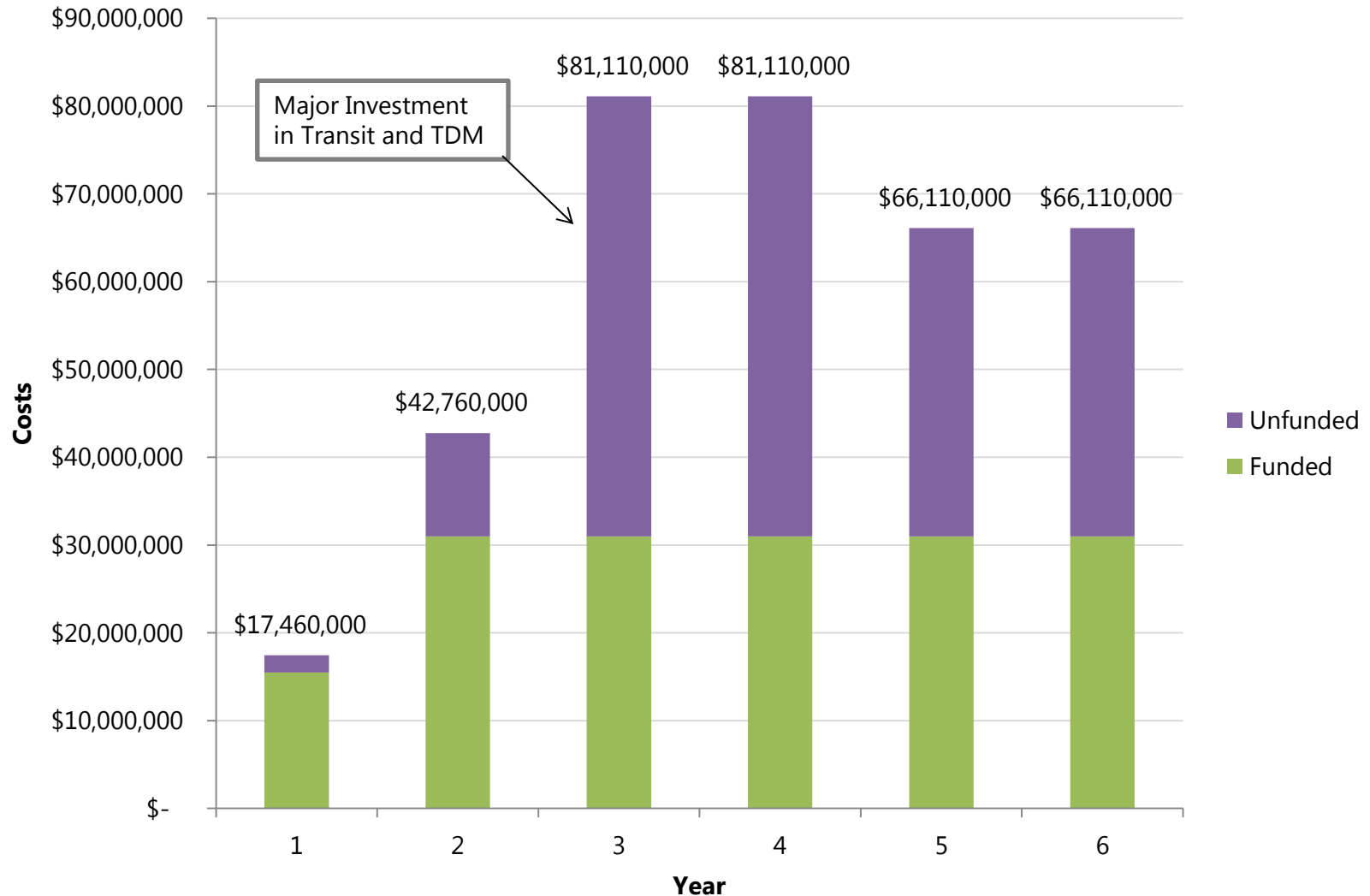


Resiliency Actions:

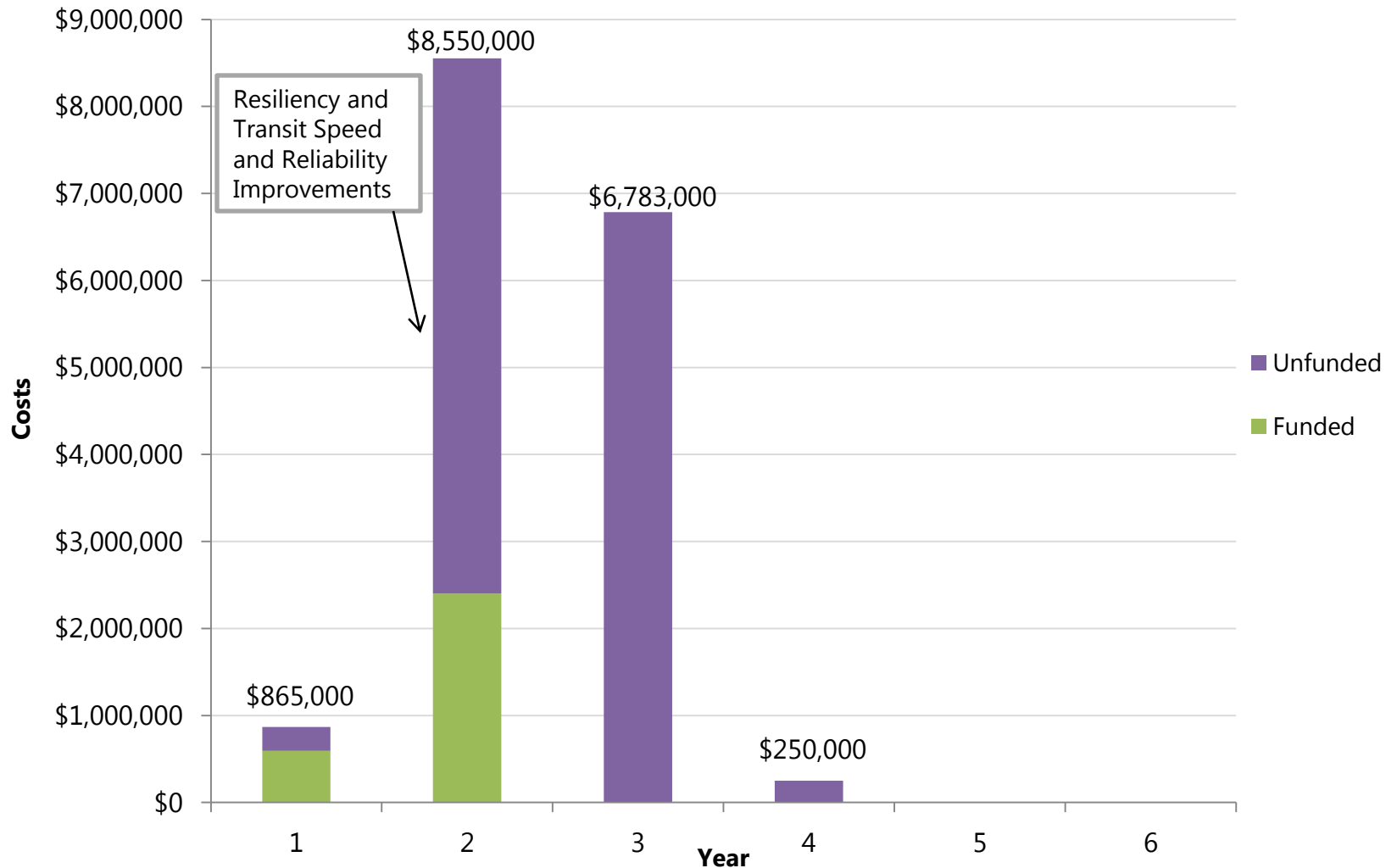
Reducing impacts on the network

Actions underway	Outcomes	Cost
<ul style="list-style-type: none"> • Make Traffic Operations Center 24/7 capable with staffing 16 hours a day • Targeted enforcement and traffic control (e.g. don't block the box) 	<ul style="list-style-type: none"> • Improve traveler information and incident response • Reduce disruption at key choke points 	\$2 million annual
Potential Additional Actions	Outcomes	Cost
<ul style="list-style-type: none"> • Incident response team (Ongoing cost) • Downtown Signal Optimization (Underway – 2016) • Additional Freight Corridors Downtown • Widening of Alaskan Way at Bell St Cruise Terminal/Pier 66 • Additional DMS signs • Adaptive signal technology 	<ul style="list-style-type: none"> • Improve traffic flow on key corridors and through downtown • Provide alternative freight routes • Minimize disruption 	<ul style="list-style-type: none"> • Ongoing: \$2 million annual • One-time: \$7.9 million

Summary of Costs – Operating



Summary of Costs - Capital



Advancing Major Mobility Projects

Action	Outcomes	Cost	Year 1 and 2 Action
Accelerated implementation of key waterfront connections	<ul style="list-style-type: none"> • Accelerated opening of Elliot Way connector • Early opening of Columbia Street transit pathway 	Incremental cost to Viaduct demolition and Alaskan Way/ Elliot Way construction	Coordination with WSDOT
Advance design of Lander Street overpass	<ul style="list-style-type: none"> • Reduce delays due to train crossings • Improve mobility and reliability 	\$100- \$200 million	New Traffic Analysis, Design and Environmental: \$12 million- \$30 million
Transit Improvements related to Lander Street	<ul style="list-style-type: none"> • Transit priority corridor from Lander to downtown 	\$7 million	Shorter lead time; could delay until Lander funding secured

Next steps

March	Preliminary results of AWW independent assessment
March	Review/refine with key program partners – WSDOT, King County, Port
April	Refinements to proposed plan

Questions?

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<http://www.seattle.gov/transportation>

